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EDITOR NORMAN J. BROUWER

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SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1869 (Cont.)

Compiled by John Lyman

	R. & J. Evans & Co., Liverpool	
CASTLEHEAD	I Ship 825 T. H. Ismay & Co., Liverpool.	
	PRESIDENT THIERS	
	went missing 22 Dec. 1898, San Francisco to Liverpool	
FRANKFURT HALL	I Ship 728 William P. Coleborn & Co., Liverpool.	Burned Nov.
HAWARDEN CASTLE	I Ship 1101 Richards, Mills & Co., Liverpool.	1880
	went missing 26 March 1890, Newcastle. NSW to Valparaiso	
MONTGOMERY CASTLE	I Ship 871 Richards, Mills & Co., Liverpool.	
	1898 FREDSAEL Pettersen & Ullenaess, Porsgrund.	
	SUAREZ NO. 1 (aux.)	
	1918 MARIA MILAGROS	
	EL CHANGADOR	Hulked at Rosario. At Santa Fe Nov. 1928.
VICTORIA TOWER	I Ship 1563 T. H. Ismay & Co., Liverpool.	Lost on maiden voyage
	Liverpool Shipbuilding Co., Liverpool	
BRITISH NAVY	I Ship 1217 British Shipowners Co., Liverpool.	Sunk in collision
MAYPOCHE	I Bark 699 Edward Broonhall, Liverpool.	Dec. 1881
	W. H. Potter & Co., Liverpool	
CASMA	I Bark 649 William B. Boodle, Liverpool.	Lost Feb. 1914
CHASCA	I Bark 638 Matthew M. Willis, Liverpool.	
	wrecked off Santa Victoria 2 July 1893, Santos to Buenos Aires	
THOMAS STEPHENS	I Ship 1507 Thomas M. Mackay, Liverpool.	
	1894 PERO D'ALEMQUER Government of Portugal.	
	Went missing Jan. 1916, U.S. to Lisbon	
	T. Royden & Sons, Liverpool	
GLEN SANNOX	I Ship 1581 C. C. Johnson, Liverpool.	
	1872 BRITISH KING British Shipowners Co., Liverpool.	Went missing 1876
GLENESK	I Ship 1298 William A. & William Hebry Lott, Liverpool.	
	KOSMOS	
GOLDEN GATE	I Ship 899 Charles Cotesworth, Liverpool.	
	wrecked E. coast S. America 21 May 1906, London to Callao	
LOCKSLEY HALL	I Ship 1293 Robert Alexander, Liverpool.	
	CARVOEIRA	
ROMEO	I Bark 641 Bowring & Co., Liverpool.	Lost Feb. 1882
THE DOUGLAS	aux. I Ship 1428 W. & R. Wright, Liverpool.	
	abandoned off Helgoland 24 Nov. 1888, Hamburg to San Pedro	

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MALLOWDALE	Lune Shipbuilding Co., Lancaster
1890 ADOLPHE	I Ship 1290 Valentine O'Brien O'Connor, Dublin.
1900 SESA	A. D. Bordes et fils, Dunkerque.
	Bendix J. Grefstad, Grimstad.
	hulked at Fremantle 1903, after dismasting
ELIZABETH OSTLE	Robert Ritson & Co., Maryport
	W Bark 740 Builders, Liverpool.
SALTERBECK	Beck, Workington
	W Bark 186 Blackburn & Co., Workington.
OMEGA	Scott, Fell & Co., Workington
	W Bark 462 Harrington & Workington Shipbuilding Co.
BLENNHEIM	Robert Williamson & Son, Harrington
MARY BLUNDELL	I Bark 574 Samuel Martin & Co., Liverpool. Hulked 1907
	I Ship 822 Johnston B. Sprott, Liverpool.
	wrecked on Grozier 4 Jan. 1897, Guadeloupe to New York
SARAH SMITH	Troon Shipbuilding Co., Troon
	W Sch. 194 R. E. Dunn, Glasgow.
COCHIN	Robertson & Co., Greenock
1897 ELFI	I Ship 1200 John Kerr & Co., Greenock.
HELEN ISABEL	Chr. Hannevig, Cristiania. Broken up 1909
JAVA	I Bark 250 James J. Grieve, Greenock.
1873 CAPE COMORIN	I Ship 1200 John Kerr & Co., Greenock.
	A. Lyle & Sons, Greenock.
LUCAYAS	went missing 1882, Glasgow to Buenos Aires
	I Bark 446 McArthur, McLean & Co., Greenock.
	abandoned 22 Jan. 1892, Hull to Buenos Aires
CHRISTIAN MCAUSLAND	Scott & Co., Greenock
JESSIE READMAN	I Ship 962 Albion Shipping Co., Glasgow. Lost 1877
	I Ship 962 Albion Shipping Co., Glasgow.
	lost on Chatham Is. 23 Dec. 1893, Napier to London
ARETHUSA	Robert Steele & Co., Greenock
	I Ship 1272 Miller, Hamilton & Co., Liverpool.
	abandoned on fire 2 Oct. 1889, Tyne to Valparaiso
CATHCART	I Ship 1387 George Adam & Co., Greenock.
1897 TEOCLE	C. Savarese fu A., Castellamare.
1902 ANTIGUA	J. Johanson & Co., Kristiania.
HALCIONE	I Ship 843 Shaw, Savill & Co., London.
	lost at entrance to Wellington 8 Jan. 1896, from London
LADYBURN	I Ship 1431 Robert Shankland & Co., Greenock.
	went missing 1870, U.K. to Bombay
LAVINIA	Comp. Bark 251 James Stewart, Greenock.
WYLO	Comp. Ship 799 Killick, Martin & Ritchie, London.
	sunk in collision 1888

HIRONDELLE Blackwood & Gordon, Port Glasgow
 INVIERNO I Bark 727 L. M. Le Blanche, Liverpool. Went missing 1870
 OTONO I Sch
 PRIMAVERA I Sch
 VERANO I Sch
 WOOD HALL I Bark 721 John Whittle & Co., Liverpool.
 1896 ARCTURUS S. Ruud Gundersen, Stavanger.

R. Duncan & Co., Port Glasgow
 AGNES MUIR I Ship 851 James Galbraith, Glasgow.
 1885 ADELE E. Tobias, Brake.
 1909 AGNES MUIR (hulk) McIlwraith, McEachern, Melbourne. Broken up 1957
 JAMES NICOL FLEMING Comp. Ship 993 P. Henderson & Co., Glasgow.
 NAPIER W. Ross & Co., Liverpool.
 OTAGO Comp. Ship 993 Albion Shipping Co., Glasgow.
 EMILIA Sunk by U-boat World War I

McCulloch, Patterson & Co., Port Glasgow
 VALE OF DOON I Bark 669 John Hay & Co., Liverpool.

Laurence Hill & Co., Port Glasgow
 LOCH KEN I Bark 590 John P. Kidston, Glasgow.
 1896 ORSOLINA O. Maresca Pollio Brothers, Castellamare. Broken up 1911

John Reid & Co., Port Glasgow
 DAPHNE I Ship 955 McDiarmid Greenshields & Co., Liverpool.
 1889 MATHILDE DEUSSEN
 DAPHNE
 ELSE condemned after going ashore at Skaw June 1926

GHAZEEPORE I Ship 1496 Mackinnon, Frew & Co., Liverpool.
 went missing 1883
 MELPOMENE I Ship 1439 Henry Fernie & Sons, Liverpool.
 lost on Andaman Islands 23 Sept. 1880
 PALAWAN I Bark 984 McDiarmid, Greenshields & Co., Liverpool.
 SHAHPORE I Ship 1496 Mackinnon, Frew & Co., Liverpool.

Aitken & Mansel, Glasgow
 ADOLPHE I Bark 681 A. D. Bordes, Bordeaux. Lost 1882
 ALEXANDRE I Bark 683 A. D. Bordes, Bordeaux.
 1901 INCLITA lost in Orkneys 16 Jan. 1905

Barclay, Curle & Co., Glasgow
 CITY OF LUCKNOW I Ship 1195 George Smith & Sons, Glasgow.
 1889 REINBEK Knohr & Burchard, Hamburg.
 1898 AGOSTINO TERRIZZANO E. Terrizzano, Genoa. Broken up Genoa 1908
 GOLDEN FLEECE I Ship 1257 J. H. Carmichael, Greenock.
 lost on Fly Island 27 Dec. 1885, Glasgow to Shanghai
 LAKE HURON I Ship 821 The Canada Shipping Co., Montreal.
 lost 10 March 1872
 LOCH AWE I Ship 1053 J. & R. Wilson, Glasgow.
 1896 MADURA M. Bruusgaard, Drammen. Sunk by U-boat 21 May 1917
 LOCH NESS I Ship 1190 Glasgow Shipping Co., Glasgow.
 hulked Port Adelaide 1908. moved to Fremantle 1914.
 sunk by gunfire Aug. 1926.

LOCH TAY Barclay, Curle & Co., Glasgow (Cont.)
 I Ship 1191 Glasgow Shipping Co., Glasgow.
 hulked at Port Adelaide 1909. survived until 1957.
 TEVIOTDALE I Ship 1260 J. & A. Roxburgh, Glasgow.
 WILTSHIRE I Ship 1461 George Marshall, London.
 1899 GWALLA Trinder, Anderson & Co., London.
 GESINE
 VALBORG J. Arndt Leschbrandt, Mandal.

ASIA Charles Connell & Co., Glasgow
 I Ship 1446 John H. Watt, Glasgow.
 went missing 1873, Newcastle, N.S.W. to Bombay
 CITY OF MADRID I Ship 1191 George Smith & Sons, Glasgow.
 AGNES LILIAN S. Goldberg & Sons, Swansea.
 1898 LOFTHUS J. A. Henschien, Lillesand. Hulked Kragero 1914
 COUNTY OF FORFAR Comp. Ship 997 R. & J. Craig, Glasgow.
 1892 FEZ RAHAMAN Syed Yusuf bin Ahmed Zuwawe, Muscat.
 COUNTY OF NAIRN Comp. Ship 999 R. & J. Craig, Glasgow.
 DUKE OF ABERCORN Comp. Ship 1050 Montgomerie & Greenhorne, London. Missing
 EME Comp. Ship 774 John Wade, London. Hulked 1895 1892
 ISABEL CROOM I Ship 996 William & Alfred Brown, Glasgow.
 SELENE stranded at Santa Rosalia, Mexico Sept. 14, 1890
 ZEALANDIA I Ship 1116 Shaw, Savill & Co., London.
 KALEVA hulked at St. John's, Nfld. 1911

FIFESHIRE Dobie & Co., Glasgow
 I Ship 700 Law, Taylor & Co., Glasgow. Lost 1878
 JAMES SERVICE I Bark 441 James Service, Melbourne.
 MELROSE ABBEY I Bark 500 Cree, Renison & Co., Glasgow.
 MERCURIUS I Ship 800 J. M. Wood, Jr., Liverpool.
 lost on Rocas Reef, Brazil 25 March 1870, S.F. to U.K.
 SANTONA I Ship 855 Donaldson Brothers, Glasgow.
 wrecked on Palmillas Point 3 Oct. 1891, Shields to WCSA
 WEST RIDGE I Ship 1466 George Hamilton Fletcher, Liverpool.
 went missing 1884

CITY OF YORK John Elder, Glasgow
 I Ship 1195 George Smith & Sons, Glasgow.
 lost on Rottnest Island 12 July 1899, S.F. to Fremantle
 DOUNE CASTLE Comp. Ship 887 Thomas Skinner & Co., Glasgow.
 FLORINDA J. A. Ferreira & Co., Lisbon.
 HEREFORD I Ship 1440 Merchant Shipping Co. Ltd., London.
 abandoned off Cape Horn April 1907

JESSIE A. & J. Inglis, Glasgow
 I Sch. McCrindell, Schaw & Co., Greenock.
 NORMAN COURT Comp. Ship 834 Charles L. Norman, London.
 wrecked in Cymmeran Bay, Anglesea 29 March 1883
 OBERON aux. Comp. Ship 1236 Shaw, Maxton & Co., London.
 1894 PROSPERO REPETTO F. Repetto fu G. B., Genoa.

ENDYMION	J. G. Lawrie, Whiteinch, Glasgow
1915 VIRGO	I Bark 759 John E. Munro, London.
LOCH EARN	N. Fremberg, Solvesborg, Sweden. Broken up 1928
LOCH KATRINE	I Ship 1200 Glasgow Shipping Co., Glasgow.
NEVA	sunk in collision with S.S. VILLE DE HAVRE Nov. 24, 1873
	I Ship 1200 Glasgow Shipping Co., Glasgow.
	hulked at Sydney 1910. Copra hulk at Rabaul 1924
	I Ship 1109 James Nourse, London.
	went missing 9 Jan. 1887, enroute Banjoewangie to Lisbon
CINGALESE	London & Glasgow Eng. & Iron S.B. Co., Govan, Glasgow
GIRVAN	I Bark 698 William Kennith & Co., Glasgow. Aband. 1907
	I Bark 693 David Hunter, Ayr. abandoned 12 June 1893
ANTONIA	Alexander Stephen & Sons, Kelvinhaugh, Glasgow
ARMIN	I Bark 689 Le Quelled et Cie., Bordeaux.
	I Bark 844 D. H. Watjen & Co., Bremen.
	went missing 10 Dec. 1895, enroute Sunderland to Caleta Buena
ATLANTIC	I Bark 474 William R. Trewellen, Swansea.
1894 ATLANTICO	Glama & Puls, Lisbon.
AURORA DEL TITICACA	I Sch 70 A. Gibb & Son, London.
BRECHIN CASTLE	Comp. Ship 1000 Gregor Turnbull & Co., Glasgow.
	abandoned Jan. 1884
CAROLINE	I Bark 687 Le Quelled & Bordes, Bordeaux. Burned 1893
CITY OF HANKOW	Comp. Ship 1195 George Smith & Sons, Glasgow.
FRIEDEBURG	I Ship 786 R. M. Sloman, Hamburg.
HENRY SEMPE	I Bark 475 Dumont & Co., Bordeaux.
ELSA	
FIDES	Broken up 1905
KILDONAN	I Ship 650 William Ross & Co., Glasgow.
VIOLETA	
LAMERSHAGEN	I Ship 877 R. M. Sloman, Hamburg.
NORHAM CASTLE	Comp. Ship 698 Thomas Skinner & Co., Glasgow. Lost 1888
OTAGO	I Bark 348 Angus Cameron, Glasgow.
	hulked at Hobart, Tasmania 1912. Partly scrapped near there 1957. Portion of stern preserved in San Francisco
SINGAPORE	Comp. Ship 656 T. H. Ismay & Co., Liverpool. Lost 1886
ORISSA	J. & G. Thomson, Glasgow
	I Ship 1199 John Kerr & Co., Greenock. Hulked 1900
MARIA DE C.	Wingate & Co., Glasgow
GARFIELD	I Bark 289 Capt. De Aguirre, Bilbao.
ANTILLES	Archibald McMillan & Son, Dumbarton
1894 HEDVIG	I Bark 496 McArthur, McLaine & Co., Greenock.
CHISELEURST	N. M. Pahlston, Helsingborg.
1873 CHARLES MAUREAU	I Bark 353 George H. Payne, London.
FAVORITA	Gustave Douillard, Nantes.
PARAME	

	Archibald McMillan & Son, Dumbarton (cont.)
GATESIDE	I Bark 698 Thomas Aiton, Liverpool.
1896 RAGNA	H. C. A. Michelson, Sandefjord. Lost March 1903
GLENARIFF	I Bark 468 William Porter, Liverpool.
GLENARY	I Bark 661 Gow & McGregor, Glasgow.
PLEIADES	I Ship 997 J. W. Adamson, London.
	wrecked at Akiteo, N.Z. 31 Oct. 1899, enroute Dunedin to Napier
SIR WALTER SCOTT	I Ship 1271 H. N. Hughes & Nephew, Liverpool.
	Scott & Linton, Dumbarton
CUTTY SARK	Comp. Ship 921 J. & R. D. Willis, London.
1895 FERREIRA	J. A. Ferreira & Co., Lisbon.
1921 MARIA DO AMPARO	
1922 CUTTY SARK	Capt. W. H. Dowman, Falmouth. Preserved at Greenwich
INVERESHIE	I Ship 717 J. & R. Grant, London.
	stranded at Madras 1 May 1872
	Jack, Lossiemouth
BRAZILIAN	W Bktn 246 Capt. William Jack, Inverness.
	FREYA
	FRIEDA
	BRAZILIAN
	John Duncan & Son, Kingston-on-Spey
ANNA BELLA	W Bark 334 Capt. Alexander McDonald, Garmouth.
	James Geddie, Kingston
ZEPHYR	W Bktn 256 Capt. Alexander Marr, Banff.
	Kinloch, Kingston
FLOWER O'MORAY	W Sch 241 William Anderson & Co., Banff.
JEANIE LOUITTIT	W Bark 493 Daniel Louttit, Wick.
	Spence, Kingston
ANNIE BOW	W Bktn 250 Alexander Bow, Banff.
	John Watson, Banff
GUIDING STAR	W Bktn 249 James Smith, Banff.
	Webster, Fraserburgh
GEORGE NOBLE	W Bktn 253 William Noble, Fraserburgh.
	Stephen & Forbes, Peterhead
LORD OF THE ISLES	W Bktn 317 J. S. & A. McDonald, Peterhead.
	John Duthie, Sons & Co., Aberdeen
ABERGELDIE	W Ship 1152 Builders. Lost in collision Nov. 1889
RESOLUTE	W Bktn 230 Alexander Stephen, Fraserburgh.
WINDSOR CASTLE	W Ship 979 Donaldson, Rose & Co., Aberdeen.
LUMBERMAN'S LASSIE	Hulked

	Alexander Hall & Co., Aberdeen
BARRANCA	Comp. Ship 677 John A. Le Lacheur & Co., Guernsey.
MAY QUEEN	I Ship 733 William Shirres, Aberdeen. sank nr. Lyttleton, N.Z. 26 Jan. 1888, arriving from London
THE CALIPH	Comp. Ship 914 Alexander Hector, London.
	Hall, Russell & Co., Aberdeen
INVERNESS	Comp. Ship 725 J. & R. Grant, London. Lost 20 Dec. 1896
UMVOTI	I Bark 442 J. T. Rennie, Aberdeen. Broken up 1928
	Walter Hood, Aberdeen
CENTURION	Comp. Ship 965 George Thompson Jr. & Co., Aberdeen. Lost 1887
PATRIARCH	I Ship 1339 George Thompson Jr. & Co., Aberdeen. lost on Cape Corrientes, Cuba 23 Feb. 1912
	Humphrey, Aberdeen
BUNDALEER	W Ship 921 Richard Connor & Co., Aberdeen.
	Wright, Kincardine
ALBANY	W Bgn 295 Gillespie & Co., London. Lost 30 May 1870
INVERALLAN	W Ship 660 J. & R. Grant, London.
KINGSTOWN	W Bark 367 Scrutton, Sons & Co., London.
	Petrie, Montrose
AURORA	W Bktn 261 J. Petrie, Montrose.
	Strachan, Montrose
ANN & MARY	W Bktn 220 James Fraser & Co., Inverness.
GOOD INTENT	W Bark 399 James Petrie & Co., Montrose.
1895 ADONIS	O. T. Bjordam, Kristiania.
	Brown & Simpson, Dundee
BALDOVAN	I Ship 820 Taylor & Miller, Dundee.
GALATEA	I Bark 581 Taylor & Miller, Dundee.
SCHIEHALLION	I Bark 602 Cruikshank & Ring, London. Lost Jan. 1879
	Dundee Shipbuilding Co., Dundee
STRATHARDIE	W Bark 298 William Thomson, Dundee.
1873 ELSE ESCHRICHT	J. F. Eschricht, Swinemunde.
	Gourlay Brothers, Dundee
CHACABUCO	I Ship 959 Balfour, Williamson & Co., Liverpool.
	Alexander Stephen & Sons, Dundee
LAJU	Comp. Ship 556 William O. Taylor, Dundee.
TONBRIDGE	Comp. Ship 854 John H. Lunscombe, London.
	Tay Shipbuilding Co., Dundee
E. M. YOUNG	W Bark 345 James Paterson, Melbourne.
NARDOO	W Bark 379 H. S. Smith, Melbourne.

	Wallace & Fenton, Perth
BRITANNIA	W Sch 99 Hugh McIntosh & Co., Mairn.
COTTICA	W Bark 319 Adam, Pearson, Glasgow. burned by U-boat Oct. 1916
MOREE	W Brig 255 Capt. Peter Myles, Dundee.
	John Watt, Dysart
LOTHRIE	W Bark 280 James W. Robertson, Dundee.
	Thomas Adamson, Alloa
BRAZIL	W Bark 278 Builders, London.
	J. B. Adamson & Co., Grangemouth
DON MARIANNA	I Sch 68 Vicenti, Caseras & Co.
DON SEBASTIAN	I Sch 68 Vicenti, Caseras & Co.
EQUATOR	W Brig 265 Alex Adamson, London. Sunk 21 Jan. 1871
FLORENCE	I Ship 841 James W. Adamson, London. went missing 26 Jan. 1895, enroute Newcastle, NSW to Panama
	Menzies & Co., Leith
PERI	W Bark 250 John A. Simpson & Co., Leith.
	Harland & Wolff, Belfast
JULIET	I Ship 1243 C. T. Bowring & Co., Liverpool. lost on Staten Island 1 Aug. 1878
LADY CAIRNS	I Ship 1265 E. J. Harland, Belfast.

Information on later histories of the following vessels provided by the Editor:
 ARMIN, ASIA, CASTLEHEAD, GOLDEN GATE, HAWARDEN CASTLE, ISABEL CROOM, LADYBURN,
 MALLOWDALE, MARY BLUNDELL, MAY QUEEN, NORMAN COURT, PLEIADES, SANTONA, THE DOUG-
 LAS, VICTORIA TOWER.

FALKLAND ISLANDS REPORT by the Editor

In January of this year I was sent to the Falkland Islands by my employer, the South Street Seaport Museum, to undertake emergency stabilization work on the hull of the wooden full-rigged ship CHARLES COOPER, built at Black Rock, near Bridgeport, Connecticut, in 1856. The COOPER is the last intact hull of an American-built North Atlantic packet ship, and has been owned by the Museum since 1968. She lies grounded in the harbor of Port Stanley, where the Islanders used her as a warehouse for over a century. I was accompanied on the trip by George Matteson of New York, former captain of the schooner PIONEER, and former Director of the Museum's piers and ships.

I had made two earlier visits to the Falklands, in April 1976 and in February 1978, to record the CHARLES COOPER and other remains of American-built vessels surviving there. At that time the COOPER appeared to be holding together fairly well, though badly worn away over much of the starboard side. In late 1979 the Museum began to receive reports from Port Stanley of an ominous sagging of the starboard side amidships and the failure of one or more major deck beams. The reports were accompanied by predictions that a major collapse of that side would occur within the next few winters.

We left New York January 4th, on an overnight flight to Buenos Aires. In the Argentine Capital, final arrangements were made for the flight to Port Stanley. At present, only two planes a week leave Comodoro Rivadavia, Argentina for the Falklands, on Wednesdays and Saturdays. We were able to make reservations on the coming Saturday, giving us the better part of a week to kill in Buenos Aires.

Much of the time we spent exploring the Harbor. The older docks stretch from Darsena Norte, an entrance basin near the City center, several miles east to La Boca, the mouth of the Riachuela River. Darsena Norte is used by the Argentine Navy, and generally has moored in it from one to three square-rigged vessels. A permanent fixture is the former schoolship PRESIDENTE SARMIENTO, now a museum. She was built for the Argentine Naval Academy by Laird Brothers of Birkenhead, England in 1898, and made her last training cruise in 1938. The SARMIENTO is well-maintained, and appears to have gone through her career with no significant alterations. Also moored at the north side of the basin in 1976 and 1978, but absent in 1981, was the bark-rigged steam gunboat URUGUAY, built for the Argentine Navy by Laird Brothers in 1874. In 1903 this ship rescued the Otto Nordenskjold expedition from the Antarctic. She made further voyages to the Antarctic until 1922, and was then reduced to a hulk at Rio Santiago. Restoration of the URUGUAY was begun in 1954, and completed in 1967. She appears to be in excellent condition, but I have yet to find her open to the public. Moored on the south side of the basin in 1978, and again this year, was the present Argentine sail training ship LIBERTAD. The west side of Darsena Norte is used by Argentina's Antarctic fleet, and small naval auxiliaries.

From Darsena Norte eastward to La Boca there is a series of basins, most of them lined by dock cranes and four-storey red brick warehouses reminiscent of the larger British seaports. La Boca is the eastern entrance to the Port. There are two basins. The outer one connects with the docks just mentioned, and the inner one forms the mouth of the Riachuela. Between the basins, the channel is spanned by the towering structure of an ancient transporter bridge, and by the high level concrete bridge that replaced it. Both basins are the home of fleets of tugs, many of them still steam-powered; floating cranes; and numerous self-propelled suction dredges. The latter seem to be bringing sand and gravel for use in construction, from locations out in the estuary. Plans on file at the South Street Seaport Museum show that the ship WAVERTREE was once proposed for conversion to such a vessel at Buenos Aires, but the work was never carried out.

The basins are also home for a motley fleet of small cargo vessels of all descriptions. Most appear to have been rebuilt, or modernized, several times. Some are laid up and badly in need of paint. Almost in the middle of the inner basin sits the wreck of the large sidewheel river steamer WASHINGTON, built by A. & J. Inglis at Glasgow in 1906. She is resting on an even keel, with her main deck just awash, and is intact except for the two slender, raking stacks, which have been pulled down since I saw her in 1978. The basin, and the Riachuela, are thoroughly polluted, with ink black, oily waters which give off sulphurous odors. WASHINGTON is being preserved by a tarry coating that looks inches deep. La Boca is considered the picturesque section of the Buenos Aires waterfront. There are some good seafood restaurants, and a few antique and junk shops, at one of which I picked up a ship in a bottle, and two crucifixes in bottles. It has also apparently been something of an artist colony. A plain modern building, facing the inner basin, houses the Museo de

Bellas Artes de la Boca, which has several floors of galleries of Argentine 20th century painting and sculpture, as well as one gallery of nautical items; twenty-eight figureheads, mostly from Argentine coastal traders, and some miscellaneous objects in a glass case including a few ships in bottles. Upstream from the basin, the Riachuela is a narrow, winding stream, mainly lined with warehouses, timber yards, and piles of sand and gravel. After a few miles, it is all but blocked by several wrecks, that protrude from the oily water at odd angles.

We also spent a day in the delta resort area around Tigre, an hour's train ride west of Buenos Aires. Tigre is a pleasant town of attractive homes and tree-lined streets. There are several major rowing clubs on the shore, occupying palatial buildings of various architectural styles. Other rowing clubs are located away from the water, and move their racing shells back and forth on dollies using rails built into the streets. Tigre is also the home of Argentina's leading nautical museum, which I found open in 1978. It occupies a handsome 19th century building that was once workshops for the Navy. As tends to be the rule in Latin America, a large part of the exhibits consist of naval relics. However, there is a large room devoted to the Country's merchant marine, including a number of models of unique vessel types, both sail and power, developed for the rivers and the Rio de la Plata estuary. Also on exhibit, is a display half model of the steamer WASHINGTON.

From a landing near the railway station, handsome varnished and well-maintained covered launches leave on trips through a labyrinth of narrow channels in the delta area between the town and the main channel of the Parana River. The round trips range from less than two hours, to six hours. I had taken one of the shorter trips in 1978, so we decided on a six hour trip this time. The delta is composed of many flat, heavily-wooded islands. Every channel is lined with cottages, summer camps, and small resorts, at which the launches stop on request. Near to Tigre, there are a number of shipyards, both active and abandoned. The abandoned ones generally have a few old vessels grounded along the shore; rotting wooden hulls that look like old coasting schooners, and rusting steamers reminiscent of some of the models in the museum. On the outward trip we met a steady stream of small motor vessels transporting timber. They have wooden hulls, a Mediterranean-looking clipper bow, and a two-storey wheelhouse aft, and are usually brightly painted. The timber is about the size of pit props and is stacked as high as the wheelhouse windows, and overhangs the water on both sides. This load leaves very little freeboard, and viewed bow-on the vessel looks like a floating woodpile with a bone in its teeth. We later saw a jetty where the timber was being loaded from narrow gauge railway cars. Also traversing the channels were similar boats serving as floating stores for the numerous landings, stacked high with soft drink cartons, or crates of vegetables.

Three hours from Tigre, we emerged onto the broad, muddy main channel of the Parana, and crossed over to a landing on the far side, consisting of a small bar and restaurant, and some outbuildings. After a twenty minute stopover, we re-embarked and made the trip back to Tigre through a different series of channels.

On January 9th we resumed our journey southward, flying from Buenos Aires to Comodoro Rivadavia. "Comodoro" is a dusty town on a narrow strip of land between the ocean and a high bluff. The surrounding landscape is desert, and one of Argentina's richest oilfields. Wells dot the barren rolling hills, and stand on flimsy-looking platforms well out in the bay. It was here that the ex-Laeisz five-masted bark POTOSI, as the Chilean FLORA, burned out in 1925. Her wreck apparently lies in deep water, well offshore.

At 8:30 the following morning we left Comodoro Rivadavia for the Falklands, in a Fokker Friendship belonging to the Argentine Air Force; a prop plane carrying around thirty passengers. Two and a half hours later, we set down in a landscape that was a complete contrast to the one we had left. Though both regions are treeless, the Falklands are as lush, moist and cool as the nearby coast of Argentina is barren, dusty and hot. The typical day in Port Stanley is about two-thirds low gray overcast, and one-third periods of blue sky and sunshine. Mornings often begin with a flat calm, but there is usually a good breeze blowing by afternoon. The airport was completed around 1977. Before that there was a temporary strip built in 1972. Before 1972 all people and supplies arrived by ship from Montevideo, or Europe.

The capital town of Stanley, usually referred to outside the Islands as Port Stanley, is four miles from the airport. There are 1800 people living in the Falklands, about half in Stanley, and half scattered throughout the Islands in tiny sheep-raising settlements. Stanley lies on the south side of an elongated harbor well protected from the open sea. It is a town of modest cottages generally painted white, with bright red or green roofs. A few are built of stone, but most are frame, surfaced with corrugated metal. The heating fuel is peat, which gives Stanley a unique pervasive odor. The popular means of transport is the Land Rover, as aside from the airport road, the only paved road in the Islands, and virtually the only road worthy of the name, is eleven kilometers recently built in the direction of Darwin Settlement. These eleven kilometers, over a terrain of either rocks or peat bogs, have taken three years to build, and the total distance to Darwin is about 86 kilometers. Internal communications depend heavily on an Air Service consisting of two six-passenger Beaver float planes. The Falklands are a British colony, and nearly all the inhabitants are of British ancestry. The Islands are also claimed by Argentina.

As usual, soon after arriving we were able to obtain the loan of a skiff, for as long as we might need it. The CHARLES COOPER lies grounded about fifty yards off shore, right off the center of Stanley. She was formerly joined to shore by a jetty. In its last rebuilding, the jetty was given longitudinal supports that had originally been the steel yards of the French-built four-masted bark FENNIA, ex-CHAMPIGNY, condemned at Stanley in 1927. The decking reportedly came from the 1843 steamer GREAT BRITAIN. Around the time the South Street Seaport Museum acquired the CHARLES COOPER, the decking was removed, and the inner end of the jetty structure was dismantled. The remaining FENNIA spars are still in position, and have their original bands and jackstays.

The main change in the condition of the CHARLES COOPER, since 1978, was a sagging of the lower deck along much of the starboard side. The side in this area has been badly worn and eroded away, probably as a result of damage that took place when ships were still mooring alongside. Amidships, from the lower deck down to below the low tide mark, it is gone completely. The loss of any support along the starboard side left the beams of both decks supported only at the portside, and by a row of pillars on the centerline. These pillars were already badly eroded, and a few were missing, in 1978. Apparently all but one gave way during 1979. Since the one pillar that refused to give way was now supporting a large area of both decks, something had to give and both beams directly above, at lower deck and main deck, cracked. Our major objective had to be stopping the descent of the ship's upper starboard side, by restoring some solid support under the starboard side of those beams.

We began by taking soundings outboard of the starboard side, close to the hull, and six feet or so away from it. We found a minimum depth of around six feet, dropping off rapidly. The bottom also appeared to be fairly soft. At this point, we decided that building a structure outside the ship, for support

and buttressing, was impractical. It might have been feasible with proper equipment, but the only piledriver in Port Stanley was on another jetty. And, even if there had been some means for getting it afloat, putting it back in working condition looked like a major undertaking.

It was now clear that the supports would have to be placed inside the ship, in the area between the centerline and the starboard side. We began sounding the lower hold with long steel rods, through a series of holes bored in the tweendeck planking. This planking, which is four inches thick, is original and virtually complete from bow to stern. We found it to be very sound, in spite of being over a century old. Our sounding rod made solid contact with the inside of the ship's bottom in most locations. Where it didn't, it was stopped by large wooden obstructions. The deepest soundings, alongside the apparent keelson, were roughly thirteen feet to the surface of the lower deck. Fill in the lower hold consists of mud, clay and mixed debris. The debris is mostly small stones, bottles, and other items of similar size, with apparently a few loose timbers. The depth of the fill ranges from about four to seven feet. Aside from a few of the lowest points, it appeared to be firm enough to hold pilings securely in place.

We began search for materials to use as pilings, while working on designing a system for connecting the pilings to the beams they were to support. We were hoping to keep down expenses by salvaging cast-off steel or timber, and spent most of the remainder of the first week following up hopeful leads which did not pan out. At one point, we hoped to acquire surplus six-inch diameter heavy steel pipe from the Argentine oil company. They eventually decided the small amount of pipe we needed was worth \$15,000! Any used timber we found that was the right size turned out to be slated for further use. The Falklands have no native forests. Consequently, every building material except stone has to be imported.

After a week of this, we gave up the search, and purchased timber for our pilings from the Falkland Islands Company Store, for less than \$1500. Our first purchase was fifty-two 4 x 4's fifteen feet in length. These were drilled, and bolted together to form twenty-six 4 x 8's. Bundles of the pilings were then towed out to the COOPER with the skiff. In the meantime, Joe (George Matteson) had come up with a design for a U-shaped cradle to fit under each beam, between pairs of pilings. A local welder was hired to fabricate thirteen of these. We had decided to place our supports under six deck beams; the three immediately forward of the lowest point of the sagging deck, and the three immediately aft of that point. One beam would be supported by three pairs of pilings, and the other five beams by two each.

This system necessitated cutting openings in the tweendeck planking, through which to drive the pilings down into the hold. Where possible, we used openings that already existed. Elsewhere, we made an opening twelve inches by twelve inches on either side of the beam. The first ones were cut using a hand auger and a hand saber saw. However, the four inch planking proved to be sound enough to make this very slow and tiring work. To complete the job, we borrowed a gasoline chain saw left behind in 1978 by the crew that salvaged a portion of the wreck of the ST. MARY for the Maine State Museum.

Once the holes had been cut, we could drop the pilings into place and begin driving them down into the fill in the hold. Driving the pilings with a sledge hammer, even with their ends chiselled to a point, proved to be far too slow. The solution we came up with was forcing them downward with a three-ton capacity chain hoist. We attached the hoist to a chain wrapped around the beam, and a wire sling over the top of the piling, and drove the timbers downward by drawing the two together. (to be continued)